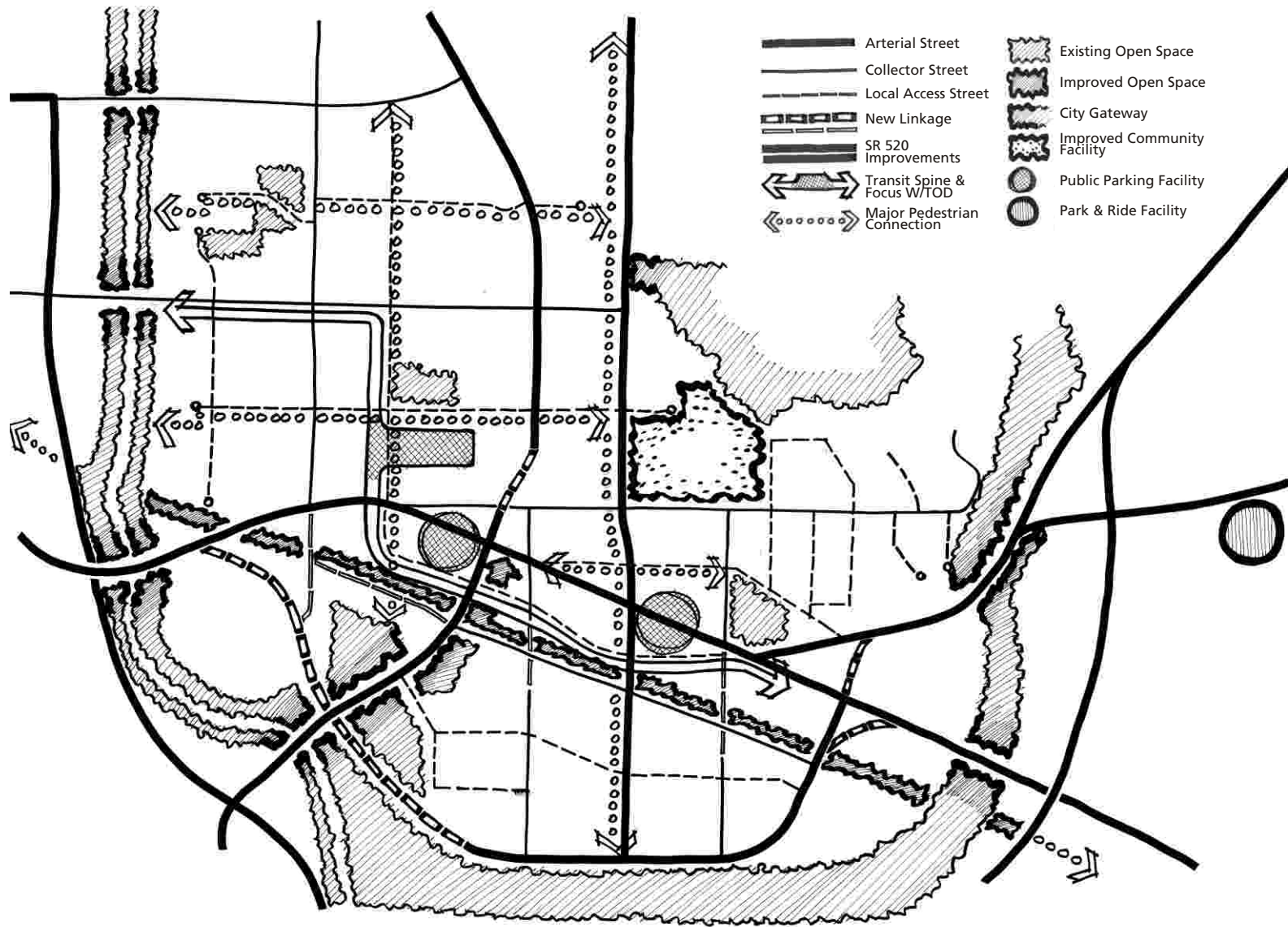


# TRANSPORTATION CHOICES FOR DOWNTOWN CONCEPT PACKAGE

# A

Public Workshop, January 2002



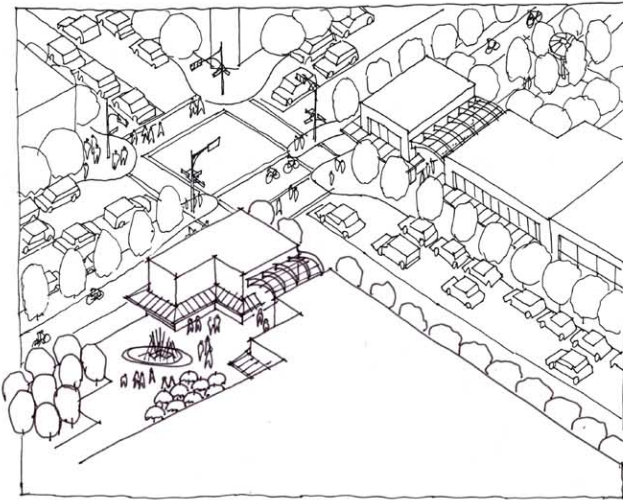


## TRANSPORTATION CHOICES FOR DOWNTOWN

## CONCEPT PACKAGE

A

Layer	Key features	Opportunities	Challenges
<b>Circulation</b>	<p>Multiple arterials through town</p> <p>All two-way street system</p> <p>Creates “Main Street” environment on Cleveland</p> <p>Redmond Way/Cleveland one-way couplet removed</p> <p>Major East/West traffic movements handled by 2-way Redmond Way and Bear Creek Parkway (BCPW)</p> <p>Major North/South traffic movements handled by 164th /Leary and 166th</p> <p>BCPW widened and improved connection made to Redmond Way (SR 908) to the west</p> <p>Direct connection between Leary Way and 164th</p>	<p>Allows Cleveland to be a lower volume 2-way “shopping” street.</p> <p>Two-way streets better facilitate access to downtown destinations</p> <p>Distributes traffic across more facilities, providing more capacity with moderate size facilities</p>	<p>Requires increased capacity on Redmond Way and Bear Creek Parkway</p> <p>Routes a significant portion of non-Redmond oriented traffic through the downtown</p> <p>Intersection of Redmond Way and BCPW/Avondale will likely be a bottleneck under future projected conditions</p>
<b>Transit</b>	<p>Consolidates most routes onto east-west transit spine on Cleveland and 161st.</p> <p>Secondary transit route provides for north-south circulation in downtown area.</p> <p>Moves focus of transferring to Cleveland and 164th, away from existing park-and-ride lot.</p> <p>Transit-oriented development at existing park-and-ride lot.</p>	<p>By using less-traveled streets for transit, buses can be given traffic priority without inconveniencing other drivers</p> <p>Locating transit stops in pedestrian areas promotes activity on the street while reinforcing transit use</p> <p>Transit-oriented development at current park and ride site will promote desired housing while allowing limited park and ride function</p>	<p>Additional park-and-ride space, and service to it, will need to be provided east of downtown. This alternative lengthens some regional routes to serve the park-and-ride lot.</p> <p>Careful design will be required on Cleveland to make bus traffic compatible with pedestrian environment.</p> <p>A connection will be needed between Cleveland and 161st, potentially transit-only to minimize signal delay on east-west streets.</p> <p>A formal transit center may not be necessary or desirable prior to LRT or BRT service</p>
<b>BNSF</b>	<p>Uses BNSF for major public open space and major pedestrian connector parallel to a collector street @ 76<sup>th</sup> Street.</p>	<p>Greatest use of BNSF as open space</p>	<p>Limits other uses of BNSF</p>
<b>Land use</b>	<p>Multiple neighborhoods each with a potentially different character and with highest density between arterials</p>	<p>Potential for arterials to define distinct neighborhood within the downtown and act as a seam between those neighborhoods</p>	<p>Potential for arterials to create barriers between areas of the downtown</p>
<b>Open space</b>	<p>Central park along BNSF</p>	<p>Greatest use of BNSF as open space</p> <p>Continuous open space through downtown</p>	<p>Need to overcome open space acting as a barrier through the center of town</p>
<b>Parking</b>	<p>Central garages at crossroads of major arterials</p>	<p>Potential for highly visible (gateway) parking at major intersections</p> <p>Intercepts major routes into downtown</p>	<p>Optimal location for parking limited to the vicinity of two major intersections</p>



Crossing

Cross Section

**BNSF/76th Street ROW**  
Major Open Space and  
Pedestrian Connector with  
Two Way Collector Street

